

# IS TIRED OF TRYING TO FIRE DEMOCRATS

## WASHINGTON REGARDS STRIKE AT CRISIS STAGE

### Increased Difficulty in Handling Mail Trains Is Experienced.

By United News  
WASHINGTON, July 11.—The government now regards the railroad strike situation as "acute."

### SUBMITS RESIGNATION

Fails to Get President's Support in Clash With Mellon and Blair.

By Robert J. Bender,  
United News Staff Correspondent.

WASHINGTON, July 11.—The long-simmering feud between Republicans in Congress and the Treasury Department threatens to break out in some volume with the expected retirement of Elmer Dover, Assistant Secretary of the Treasury, who decides to give up his post.

When and if Harding accepts Dover's resignation, it will bring to a close one of the stormiest incidents transpiring behind the scenes of the present administration. The background of the Dover-Blair-Mellon difficulties is saturated with politics, and constitutes a lively chapter in the effort of Republicans in Congress to rid the Treasury Department of what they believe to be loyal Democrats hold-overs.

### Was a Personal Appointee.

Dover was a strictly personal appointee of President Harding, frankly for political purposes. He was placed in the Treasury with the express intention of handling the personnel of that department. The appointment followed strong urging by Harding of party leaders for a general policy of replacing hold-over Democrats with "deserving Republicans."

At the time of the appointment, it was Harding's idea to call Secretary Mellon, Commissioner of Internal Revenue, Blair and Dover into a conference, explain that Mellon and Blair were occupied with the great problems and technicalities of their respective offices and that Dover would relieve them of personnel worries. Dover was then to "Hardenize" the Treasury—pursuing a policy of gradual changes in personnel, replacing Democrats with efficient and qualified Republicans.

### Harding Overlooks Plan.

But it seems after putting Dover into the office, the President apparently forgot about him and the original plan for holding a conference of the Treasury heads to explain Dover's policy. Republicans in Congress, however, who had been given to understand what Dover was to do, did not forget him. On the contrary they besieged him with demands to use his influence with the Democrats and came forward with numerous candidates for the anticipated vacancies.

Dover set about his pruning work with vim. Immediately he came into conflict with Blair. However, believing that the President was heading him off, Blair would back him up. This went ahead. When passive resistance met with obstruction, he vigorously employed a bludgeon.

Ultimately there came a show down. Harding is reported to have told Dover that while he didn't particularly object to what Dover did, he did not particularly relish the way he did it. As a result, according to his friend, "Dover went in his resignation." It was stated at the White House today that the President did not yet ready to make any statement on the case.

### Goes Back to Another Story.

This in itself is what shows on the surface of the Blair-Blair-Mellon row. Behind it, however, is a story which dates back to the nomination of Blair as Commissioner of Internal Revenue. According to disgruntled Republicans at the Capitol confirmation of Blair, whose home is in North Carolina, was possible only with the votes of the two Democratic Senators from that State—Summons and Overman. And the votes of these, they believe, were secured only with the understanding that Democratic hold overs in the Treasury would not be disturbed.

Since Blair's appointment there have been frequent charges by Republicans that the Treasury was dominated by men more loyal to former Secretary of the Treasury McAdoo, former Commissioner of Internal Revenue Roger H. and former Secretary to the President Joseph P. Tammie, than to Harding. But these Republicans say, Harding has remained apparently uninterested, even in the face of open charges that the Treasury was a "thief of democracy" to the party.

So, a following up of their original campaign against the Treasury officials, particularly Mellon and Blair is expected from Republicans if the White House accepts Dover's resignation.

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### Assistant Secretary of Treasury Determines to Quit Post.

### SUBMITS RESIGNATION

Fails to Get President's Support in Clash With Mellon and Blair.

By Robert J. Bender,  
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WASHINGTON, July 11.—The government now regards the railroad strike situation as "acute."

Reports to the Post-Office Department revealing that additional mail trains were forced on the schedule at an increasing number of points because of the paucity or of inadequate equipment due to the shopmen's strike add to the growing concern of officials.

In addition, the amount sent of the four big brotherhoods that discontinued operating all trains the amount which is not less than one-half indicated the immediate possibility of the transportation systems of the country reaching a chaotic state.

All reports to the government at Washington were of a most discouraging nature throughout the day. In view of the fact that the majority of the mail service in the affected areas was at a standstill. Three thousand miles of railway mail service on the Wabash Railroad went out of operation today, according to official reports from St. Louis. The situation in Missouri, Kansas and Texas was reported as "brand new."

The Post-Office Department is considering the advisability of inaugurating a system of automobile mail truck service between towns now isolated but sufficiently near each other to make auto service practicable.

### TO RESUME HEARINGS IN CLASS RATE PROBE IN ATLANTA TODAY

(Continued from First Page)

That every effort has been made from the bench or by counsel to anticipate questions that may be asked from the bench or by counsel.

### Sketch History of Rates.

The history of rates has been sketched from their beginning in this territory. Whatever opinion one may have as to the general proposition or as to any special rates or set of rates no one can fail to pay tribute to the astounding volume of work accomplished by the railroads and steamboat lines, to the thoroughness with which the entire question has been studied and to the amazing grasp of every detail demonstrated by those in charge of the carriers.

Day and night work by the attorneys has been necessary in preparing for cross-examination and in gathering the evidence which will be presented in behalf of the shippers. It is essential, not only to collect and index the various rate proposals and rate relationships involved, but also to look far ahead and anticipate results of the proposed program upon the rate making of the future as this and other rate territories. Necessarily this work has been done under much pressure, as the interim between the close of carriers' testimony on June 29 and the beginning of cross-examination on July 1 is all too short for adequate preparation.

### Hear From Shippers in September.

Testimony on behalf of the shippers will begin in Atlanta in September and will continue later at Asheville, N. C., New Orleans, Chicago and New York. It is believed that a final hearing date will be arranged probably in Washington for rental and for the clearing up of odd and ends of evidence. It seems hardly likely that the taking of testimony can be concluded much before Christmas.

The Interstate Commerce Commission and its representatives of southeastern States will be present at the taking of testimony and at the hearing of argument and in consideration of the case. The invitation was accepted and a committee of

southern commissioners was appointed. Commissioner Alexander Forward, of Virginia, is a member of this committee. Intrastate rates are not proposed to be changed in this particular proceeding, but it is felt by all that the conclusions reached necessarily will have a bearing of fact and future rate making in the South. Basic principles are here discussed and the expressed hope of the Interstate Commerce Commission has been, and is, that a foundation now will be laid upon which will be erected the building of freight tariffs for the future.

### COUNCIL MEMBERS

SCORE R. E. BYRD

(Continued From First Page.)

"Packed." The crowd of about 450 people, he said, was made up largely of litigants, the remaining fraction being friends of the litigants and paid employees. The object of the meeting, said Mr. Fuller, "was for the purpose of working up a sentiment for the coercion of Council to unleash the jitneys so they could run at will and entirely irregular whenever and wherever they pleased." He refuted the charge of insurrection of Mr. Byrd that council believed it paramount duty that of taking care of the "Georgia" shops had been intimidated by the strikers and the situation was so serious that the workers were compelled to bring the workers to and from the shops in automobiles.

All was quiet at Clinton, Ill., where State troops have been stationed since Saturday. Additional deputy marshals were sworn in here to protect the Chicago and Northwestern shop employees, and two companies of State troops were sent to New Franklin to protect workers in Missouri, Kansas and Texas road. Missouri, Kansas and Texas road and strike sympathizers were reported several points.

Postmaster-General Work asked all superintendents of the railway mail service any interference with the movement of the mails.

At Youngstown, Ohio, the Baltimore and Ohio Railroad obtained a temporary injunction restraining interference with the company's shops and yards. A similar injunction was obtained by the company to protect the roads property and employees at East St. Louis, Ill., and Flora, Ill. The Missouri Pacific and Frisco obtained a temporary Federal restraining order at Kansas City, Mo., directed against the shopmen's unions and officers, and four persons, one a woman, were taken into custody. New Orleans charged with violating Federal injunctions to prevent interference with the operation of trains.

Part of the clerks on the Norfolk and Western Railroad struck following authorization from national headquarters. Several roads annulled trains, the Wabash Railway announcing fifty-four trains annulled.

No Clerks Out at Roanoke.

ROANOKE, VA., July 11.—President N. D. Maher of the Norfolk and Western issued a statement at noon today declaring that not a single strike had been called in the general offices here, walking out this morning in response to chairman of B. F. Jones' call for a general strike of all employees at 10 o'clock, and that very few had been reported as leaving elsewhere. definite reports have been received from Winston-Salem, where thirty-five of forty-two clerks employed left their jobs. No statement on the clerks' strike has been made by union officials.

Union Chief Says 1,500 Out on N. & W.

CINCINNATI, OHIO, July 11.—Between 1,500 and 1,500 clerks, freight handlers, express and station employees, walked out on the Norfolk and Western Railway this morning in the strike situation of the Norfolk and Western Railway today, according to information obtained from union authorities and railroad officials.

The shop craft leaders assumed a more hopeful attitude today with receipt of advice that all told, eight out railroads had made conciliatory expressions looking toward a settlement of the strike and that some already were conferring with the system federation committee.

No settlement will be made however, according to a national basis, the union heads stated, adhering to their original attitude that the railroads deal with the six international

No clerks employed at the general

NORFOLK AND WESTERN CLERKS AT ROANOKE STAY ON JOBS

ROANOKE, VA., July 11.—With the exception of a few clerks walking the jobs at Winston-Salem, N. C., Roanoke, Va., Weaverville, Bristol and Norfolk, there was little change in the strike situation of the Norfolk and Western Railway today, according to information obtained from union authorities and railroad officials.

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